









ed science. A vast and growing railway system, crisscrossed by pines, porches, outside the American universities, libraries, and schools, like the Technological Institute at Bombay, and other educational enterprises, inspires confidence in India's future. I leave this land with regret, saying no was said to me in the beautiful Japanese word for farewell, "It must not be, or, as the Chinese said to me, "Go away slowly." For all the courtesies received not only from scholars, but from those in public life; but, more from fellow travelers, from men, women, and children in common life, my railway and hearty acknowledgments are gratefully given. Of all the months of life not wholly uneventful the most pregnant month, fullest of suggestive thought and quickening hope, has been in India.

The overdue British barque, *Margaret* (Captain Sargent), from the West Coast of Africa, has arrived at Boston after a remarkable voyage. Captain Sargent's narrative of his voyage, and the reasons for his bringing his cargo, he had an experience he does not wish again to meet. Besides a regular cargo there were twelve snakes; 400 cockatoos and parrots, an orange-outang; some crocodiles, two crocodiles, and a gorilla, which was the last of the latter species in the museum. Rats caused the death of all but four of the cockatoos and parrots by eating up all the corn that had been provided for them. During a gale, the snakes and crocodiles broke out of their boxes in the hold and injured the cargo. The crew of five days the man could not venture into their quarters, but had to live in the cabin.

a continental warfare, until the surviving crocodile killed the last male, and completed the chain of vengeance by bringing down upon its head the female who had killed during a fierce storm by some of the cargo falling on it. During the scimitage against the reptiles the monkeys took to their rigging and stuck there, despite all efforts to dislodge them. Finally they were all washed away, except four, which were captured. The worst passenger was a five-foot gorilla, which was imprisoned in a stout wooden box. The top of this was made of iron bars, and he could see through the mesh off, but, though held by a chain, he had no fear of man, and getting possession of an iron bar he began to beat the decks. He wound up by partially scalping the negro cook one day, and only letting go after he had been nearly killed with axes. All the men were more or less hurt by the boat, and he led them a life of terror.

**Quotations.**

HONGKONG, March 18

"PIUM—New Patna, cash..	600
" " " " " "	" "
" " " " " "	" "
" " Old Benares, cash..	403
" " " " " "	" "
" " " " " "	" "
" " New Malwa, cash..	520/530
" " Allowance, Teals..	8/6
" " Old Blawia, cash..	440
" " Allowance, Teals..	8/16
" " Persian, Uly, cash..	520/530
" " " " " "	" "
" " " " " "	" "
" " Persian, Bazar, cash..	10/48
" " " " " "	930/40
" " Allowance, Teals..	8/48

**Exchange.**

HONGKONG, March 18:

" On demand, ... ..	307
" 30 days' sight, ... ..	306
" 4 months' sight, ... ..	311
Credits, 4 ... ..	312
Documentary, 4 months' sight ... ..	313
On Paris, ... ..	318
On demand, ... ..	319
(Credits, 1 month's sight, ... ..	317
On Berlin, ... ..	320
On demand, ... ..	311
On New York—	
On demand, ... ..	75
Credits, 60 days' sight, ... ..	74
On Monday—	
Wire, ... ..	218
On demand, ... ..	220
On Calcutta—	
Wire, ... ..	213
On demand, ... ..	220
On Bombay—	
On demand, ... ..	121
30 days' sight private, ... ..	73
100 days' sight private, ... ..	83.50
Telegrams, ... ..	36.41

**Temperature.**

(taken at *Messa Palomero & Co.'s Pharmacy,*  
*Queen's Road.*)

<b>BAROMETER—</b> 9 A.M. ... ..	30.08
Do. 1 P.M. ... ..	29.86
Do. 4 P.M. ... ..	29.83
<b>Thermometer—</b> 9 A.M. ... ..	84
Do. 1 P.M. ... ..	69
Do. 4 P.M. ... ..	70
Do. (Wet bulb) 9 A.M. ... ..	60
Do. Do. 1 P.M. ... ..	56
Do. Do. 4 P.M. ... ..	59
Do. Maximum ... ..	70
Do. Minimum over night ... ..	59

REGISTER.									
March 17. — AT 3 P. M.									
Latitude.	Longitude to 15 deg west of Greenwich.	Temperature of Air.	Temperature of Surface of Water.	Humidity.	Direction of Wind.	Force of Wind.	Weather.	Direction of Surface Current.	Force of Surface Current.
Witstock.	29.56	81	—	—	—	0	b	—	—
Tokio.	30.20	—	—	—	—	0	b	—	—
Nagasaki.	30.39	—	—	58	sw	1	b	—	—
Shanghai.	31.10	55	50	61	sw	1	b	—	—
Amoy.	30.12	60	59	64	sw	1	b	—	—
Hongkong.	30.04	61	64	64	sw	1	b	—	—
Huphoong.	31.00	68	81	68	sw	1	b	—	—
Rotterdam.	29.89	84	68	68	sw	1	b	—	—
Manila.	29.89	84	68	68	sw	1	b	—	—
Anping.	29.89	84	68	68	sw	1	b	—	—
March 18. — AT 3 P. M.									
Witstock.	29.52	82	—	—	—	1	b	—	—
Tokio.	30.39	—	—	—	—	1	b	—	—
Nagasaki.	30.57	64	66	66	sw	1	b	—	—
Shanghai.	29.93	64	64	64	sw	1	b	—	—
Amoy.	30.19	68	68	68	sw	1	b	—	—
Hongkong.	30.10	66	66	66	sw	1	b	—	—
Huphoong.	31.00	66	66	66	sw	1	b	—	—
Rotterdam.	29.09	86	66	66	sw	1	b	—	—
Manila.	29.09	86	66	66	sw	1	b	—	—
Anping.	29.09	86	66	66	sw	1	b	—	—

The barometer has fallen in China and gradients have decreased but remain steep for 100 miles in the neighborhood of Hongkong. Cloudy, cool and damp weather prevails, without much rain.

W. FORBES,  
Director of the Observatory,  
Hongkong Observatory, March 28 1880.

1. Barometer reduced to degrees Fahrenheit, and in terms of the sea level, 100 feet and 1000 feet.

2. Thermometer, in the shade, in degrees Fahrenheit.

3. Thermometer, in percentage of saturation, the quantity of air saturated with steam is below 100.

4. Direction of Wind, in five points.

5. Force of Wind, according to Beaufort's scale.

6. Direction of Drift, in five points.

7. Force of Drift, in five points.

8. Direction of Current, in five points.

9. Force of Current, in five points.

10. Direction of Surface Current, in five points.

11. Force of Surface Current, in five points.

12. Direction of Bottom Current, in five points.

13. Force of Bottom Current, in five points.

14. Direction of Tidal Current, in five points.

15. Force of Tidal Current, in five points.

16. Direction of Wind, in five points.

17. Force of Wind, in five points.

18. Direction of Drift, in five points.

19. Force of Drift, in five points.

20. Direction of Current, in five points.

21. Force of Current, in five points.

22. Direction of Surface Current, in five points.

23. Force of Surface Current, in five points.

24. Direction of Bottom Current, in five points.

25. Force of Bottom Current, in five points.

26. Direction of Tidal Current, in five points.

27. Force of Tidal Current, in five points.

28. Direction of Wind, in five points.

29. Force of Wind, in five points.

30. Direction of Drift, in five points.

31. Force of Drift, in five points.

32. Direction of Current, in five points.

33. Force of Current, in five points.

34. Direction of Surface Current, in five points.

35. Force of Surface Current, in five points.

36. Direction of Bottom Current, in five points.

37. Force of Bottom Current, in five points.

38. Direction of Tidal Current, in five points.

39. Force of Tidal Current, in five points.

40. Direction of Wind, in five points.

41. Force of Wind, in five points.

42. Direction of Drift, in five points.

43. Force of Drift, in five points.

44. Direction of Current, in five points.

45. Force of Current, in five points.

46. Direction of Surface Current, in five points.

47. Force of Surface Current, in five points.

48. Direction of Bottom Current, in five points.

49. Force of Bottom Current, in five points.

50. Direction of Tidal Current, in five points.

51. Force of Tidal Current, in five points.

52. Direction of Wind, in five points.

53. Force of Wind, in five points.

54. Direction of Drift, in five points.

55. Force of Drift, in five points.

56. Direction of Current, in five points.

57. Force of Current, in five points.

58. Direction of Surface Current, in five points.

59. Force of Surface Current, in five points.

60. Direction of Bottom Current, in five points.

61. Force of Bottom Current, in five points.

62. Direction of Tidal Current, in five points.

63. Force of Tidal Current, in five points.

64. Direction of Wind, in five points.

65. Force of Wind, in five points.

66. Direction of Drift, in five points.

67. Force of Drift, in five points.

68. Direction of Current, in five points.

69. Force of Current, in five points.

70. Direction of Surface Current, in five points.

71. Force of Surface Current, in five points.

72. Direction of Bottom Current, in five points.

73. Force of Bottom Current, in five points.

74. Direction of Tidal Current, in five points.

75. Force of Tidal Current, in five points.

76. Direction of Wind, in five points.

77. Force of Wind, in five points.

78. Direction of Drift, in five points.

79. Force of Drift, in five points.

80. Direction of Current, in five points.

81. Force of Current, in five points.

82. Direction of Surface Current, in five points.

83. Force of Surface Current, in five points.

84. Direction of Bottom Current, in five points.

85. Force of Bottom Current, in five points.

86. Direction of Tidal Current, in five points.

87. Force of Tidal Current, in five points.

88. Direction of Wind, in five points.

89. Force of Wind, in five points.

90. Direction of Drift, in five points.

91. Force of Drift, in five points.

92. Direction of Current, in five points.

93. Force of Current, in five points.

94. Direction of Surface Current, in five points.

95. Force of Surface Current, in five points.

96. Direction of Bottom Current, in five points.

97. Force of Bottom Current, in five points.

98. Direction of Tidal Current, in five points.

99. Force of Tidal Current, in five points.

100. Direction of Wind, in five points.

101. Force of Wind, in five points.

102. Direction of Drift, in five points.

103. Force of Drift, in five points.

104. Direction of Current, in five points.

105. Force of Current, in five points.

106. Direction of Surface Current, in five points.

107. Force of Surface Current, in five points.

108. Direction of Bottom Current, in five points.

109. Force of Bottom Current, in five points.

110. Direction of Tidal Current, in five points.

111. Force of Tidal Current, in five points.

112. Direction of Wind, in five points.

113. Force of Wind, in five points.

114. Direction of Drift, in five points.

115. Force of Drift, in five points.

116. Direction of Current, in five points.

117. Force of Current, in five points.

118. Direction of Surface Current, in five points.

119. Force of Surface Current, in five points.

120. Direction of Bottom Current, in five points.

121. Force of Bottom Current, in five points.

122. Direction of Tidal Current, in five points.

123. Force of Tidal Current, in five points.

124. Direction of Wind, in five points.

125. Force of Wind, in five points.

126. Direction of Drift, in five points.

127. Force of Drift, in five points.

128. Direction of Current, in five points.

129. Force of Current, in five points.

130. Direction of Surface Current, in five points.

131. Force of Surface Current, in five points.

132. Direction of Bottom Current, in five points.

133. Force of Bottom Current, in five points.

134. Direction of Tidal Current, in five points.

135. Force of Tidal Current, in five points.

136. Direction of Wind, in five points.

137. Force of Wind, in five points.

138. Direction of Drift, in five points.

139. Force of Drift, in five points.

140. Direction of Current, in five points.

141. Force of Current, in five points.

142. Direction of Surface Current, in five points.

143. Force of Surface Current, in five points.

144. Direction of Bottom Current, in five points.

145. Force of Bottom Current, in five points.

146. Direction of Tidal Current, in five points.

147. Force of Tidal Current, in five points.

148. Direction of Wind, in five points.

149. Force of Wind, in five points.

150. Direction of Drift, in five points.

151. Force of Drift, in five points.

152. Direction of Current, in five points.

153. Force of Current, in five points.

154. Direction of Surface Current, in five points.

155. Force of Surface Current, in five points.

156. Direction of Bottom Current, in five points.

157. Force of Bottom Current, in five points.

158. Direction of Tidal Current, in five points.

159. Force of Tidal Current, in five points.

160. Direction of Wind, in five points.

161. Force of Wind, in five points.

162. Direction of Drift, in five points.

163. Force of Drift, in five points.

164. Direction of Current, in five points.

165. Force of Current, in five points.

166. Direction of Surface Current, in five points.

167. Force of Surface Current, in five points.

168. Direction of Bottom Current, in five points.

169. Force of Bottom Current, in five points.

170. Direction of Tidal Current, in five points.

171. Force of Tidal Current, in five points.

172. Direction of Wind, in five points.

173. Force of Wind, in five points.

174. Direction of Drift, in five points.

175. Force of Drift, in five points.

176. Direction of Current, in five points.

177. Force of Current, in five points.

178. Direction of Surface Current, in five points.

179. Force of Surface Current, in five points.

180. Direction of Bottom Current, in five points.

181. Force of Bottom Current, in five points.

182. Direction of Tidal Current, in five points.

183. Force of Tidal Current, in five points.

184. Direction of Wind, in five points.

185. Force of Wind, in five points.

186. Direction of Drift, in five points.

187. Force of Drift, in five points.

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## NOTICES TO CONSIGNEES.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FROM LONDON, LIVERPOOL AND SINGAPORE.

THE Company's S.S. *Mayne* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriters, before Noon on the 22nd Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd Inst., at 4 p.m. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd Instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m. To-day.

Bills of Lading will be countersigned by ARNHOLD, KARRBERG & Co., Agents.

Hongkong, March 17, 1890. 493

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Wingang*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 23rd Instant will be subject to rent. No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 31st Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, March 17, 1890. 500

GLEN LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenartney* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m. To-day.

Cargo remaining undelivered after the 20th Instant will be subject to rent. No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 27th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, March 13, 1890. 463

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Bellona*, Capt. C. HARRISON, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day, the 18th Instant.

Any Cargo impeding for discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th Inst., at 4 p.m. No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, March 13, 1890. 479

STEAMSHIP CONGO.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre to S.S. *Manche*, and from Havre to S.S. *Manche*, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded on the 20th March, at 4 p.m. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th Instant will be subject to rent.

Consignees are requested to present all Claims for damages and/or shortages not later than the 27th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, March 13, 1890. 479

## INTIMATIONS.

MRS. FALCONER has VACANCIES for GENTLEMEN RESIDENT BOARDERS at Kowloon.

Kowloon, 6th February, 1890. 256

THE HONGKONG ALMANACK For the Year of Our Lord 1890.

BY BRUCE SHEPHERD.

CONTAINING:—THE CALENDARS and ASTRONOMICAL PHENOMENA for the Year commencing on Hongkong Civil Time; information respecting the Colony and the several Government Departments; METEOROLOGICAL, VITAL, and GENERAL STATISTICS; TABLES, PORTAL REGULATIONS, STEAM DUTIES, TELEGRAPHIC GUIDE, an Official and Professional Directory, Seamen's Wages Tables from \$1 to \$200 per month, WEATHER REPORT for the Year, and a Description of the PLACES of INTEREST in the Colony adapted to the requirements of Tourists.

PRICE, ONE DOLLAR.

Published by KELLY & YAU, Limited, and also for Sale at LANE, CRAWFORD & Co., and all Book-sellers.

Hongkong, March 7, 1890. 431

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL, \$25,000,000. PAID-UP CAPITAL, 2,500,000. RESERVE FUND, 1,250,000.

Board of Directors: Hon. J. J. KESWICK, Chairman. Managing Director: Hon. C. P. CHATER. Vice-Chairman: LEE SING, Esq.

LEE SING, Esq. J. S. MOSES, Esq. G. L. NOBLE, Esq. POON PONG, Esq. D. R. SASSOON, Esq.

BANKERS: THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE, OR LAND OR BUILDINGS; PROPERTIES PURCHASED AND SOLD.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICE, No. 5, Queen's Road Central.

A SHELTON HOOPER, Secretary.

Victoria Buildings, Hongkong, 5th May, 1889. 844

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist.

(Formerly Licentiate Apprentice and Licentiate Assistant to Dr. ROGERS.)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

NOW MOVED 18, D'AGUIAR STREET, behind HONGKONG CEM.

CONSULTATION FREE. Hongkong, January 18, 1890. 122

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's BOATMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of Complaints being found necessary, Communication with the Underwriter is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, August 25, 1885. 1468

WINDSOR HOUSE, HONGKONG.

No. 8, QUEEN'S ROAD CENTRAL. PRIVATE BOARD AND RESIDENCE, AND FAMILY HOTEL.

This Establishment is situated in a most central position, opposite the Telegraph Office and two doors from the Overseas Bank. It offers FIRST-CLASS ACCOMMODATION to RESIDENTS and TRAVELLERS, has a Spacious Dining Room, and a large number of well-furnished Bed-Rooms with all comforts. A Good Table kept.

TABLE D'HOETE—Breakfast 8.30 a.m.; Dinner, 1.30 p.m.; Dinner, 7.30 p.m. BOARD by the Month, Day, or Single Meals, at reasonable rates.

ARRANGEMENTS CAN BE MADE TO SERVE MEALS IN GENTLEMEN'S QUARTERS. CONTINENTAL LANGUAGES SPOKEN.

Mrs. BOHM, Proprietress.

Hongkong, August 30, 1889. 1632

THE INDIAN IMPERIAL MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept MARINE RISKS at Current Rates.

GIBB, LIVINGSTON & Co. Hongkong, November 4, 1889. 2113

QUEEN FINE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents. Hongkong, July 15, 1887. 1340

## MAILS.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STRAMFOR.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 19th March, 1890, at Noon, the Company's S.S. *OLUS*, Commandant DELAHOIX, with MAHS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 18th March, 1890. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, March 6, 1890. 424

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 25th March, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To San Francisco ... \$225.00 To San Francisco and return, ... 393.75 available for 6 months ... 325.00 To London ... 330.00 To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

First-class Fares granted as follows:—To San Francisco ... \$225.00 To San Francisco and return, ... 393.75 available for 6 months ... 325.00 To London ... 330.00 To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agents of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent. Hongkong, February 26, 1890. 380

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERIAN, GULF PORTS, MARSEILLES, BREMEN, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LABELED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *PELUS*, Captain P. HARRIS, will leave this Port for LONDON via BOMBAY and SUEZ CANAL, on WEDNESDAY, 26th March, at Noon.

Cargo will be received on board until 4 p.m. Specie and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed by Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be delivered prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for Marseilles.

K. L. WOODIN, Superintendant. P. & O. S. N. Co.'s Office, Hongkong, March 16, 1890. 485

## MAILS.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,533 Tons Register, Captain WILLIAMSON, will be despatched for VANCOUVER, B.C., and INLAND SEA-KOBE, and YOKOHAMA, on THURSDAY, the 3rd April, at Noon.

To be followed by the S.S. *ABYSSINIA*, on the 24th April, and S.S. *PAFFHILL*, on the 15th May.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To Vancouver & Victoria (Mex.) \$210.00 To Liverpool ... 250.00 To London ... 320.00 To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 2nd April.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 6 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, March 6, 1890. 427

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GALILEO* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 8th April, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—To San Francisco ... \$225.00 To San Francisco and return, ... 393.75 available for 6 months ... 325.00 To London ... 330.00 To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agents of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent. Hongkong, March 13, 1890. 403

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal ports in RUSSIA.

ON SUNDAY, the 13th day of April, 1890, at Noon, the Company's Steamship *PREUSSEN*, Capt. C. POHL, with MAHS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at GREECE.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 12th April. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has special Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELOHER & Co., Agents.

Hongkong, March 13, 1890. 480

## Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate driving the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the section.

- Section.
1. From Green Island to the Gas Works.
  2. From Gas Works to Jardine's Wharf.
  3. From Jardine's Wharf to the Harbour Master's Office.
  4. From Harbour Master's Office to the P. and O. Co.'s Office.
  5. From P. and O. Co.'s Office to Peddar's Wharf.
  6. From Peddar's Wharf to the Naval Yard.
  7. From Naval Yard to Blue Buildings.
  8. From Blue Buildings to East Point.
  9. From East Point to Kowloon Island.
  10. Kowloon Wharves.
  11. Jardine's Wharf.

Vessel's Name.	Agent.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Albion	5	Grier	Brit.	str.	1719	Mar. 18	Jardine, Matheson & Co.	Sourabaya
Amoy	4	Lehmann	Ger.	str.	815	Mar. 18	Siemens & Co.	Shanghai
Argay	4	Thom	Brit.	str.	1076	Mar. 17	A. G. Morris	Yokohama
Bellona	10	Hesslop	Ger.	str.	2042	Mar. 14	Siemens & Co.	Yokohama
Bonlawers	8	Webster	Brit.	str.	1513	Mar. 13	Gibb, Livingston & Co.	Yokohama & Higo
Brindisi	2	Street	Brit.	str.	2129	Mar. 12	P. & O. S. N. Co.	Yokohama & Kobe
Cardigan	10	Davies	Brit.	str.	1643	Mar. 17	Adamson, Bell & Co.	To-morrow
China	8	Haye	Ger.	str.	1991	Mar. 18	Chinese	San Francisco
Chow-chow-foo	3	Clausen	Ger.	str.	796	Mar. 17	Melchers & Co.	Haiphong
City of Rio de Janeiro	8	Ward	Amer.	str.	3548	Mar. 16	M. S. S. Co.	25th inst.
Clares	2	Christensen	Ger.	str.	674	Mar. 17	Siemens & Co.	26th inst.
Cycle	3	New	Brit.	str.	1254	Mar. 14	Chinese	Swatow & Bangkok
Don Juan	3	Loft	Brit.	str.	1057	Mar. 16	Yuen Fat Hong	Kutchinotom
Dorset	3	Marquez	Span.	str.	654	Feb. 10	Brandao & Co.	Coast Ports
Dorset	8	Daniel	Brit.	str.	1716	Mar. 16	Mitsu Bussan Co.	Yokohama
Edendale	10	Humphrey	Brit.	str.	1657	Mar. 17	Adamson, Bell & Co.	Takao
Foken	8	Lewis	Ger.	str.	500	Mar. 14	Douglas Steamship Co.	Shanghai
General Wolfe	10	Richol.	Ger.	str.	1202	Mar. 14	Melchers & Co.	To-day
Haiphong	8	Harris	Brit.	str.	1122	Mar. 14	Douglas Steamship Co.	Takao
Hsin-sheng	3	Buchanan	Chi.	str.	850	Mar. 16	M. S. N. Co.	Saigon
Kiang-kwan	3	Knights	Chi.	str.	1030	Mar. 12	M. S. N. Co.	Hamburg
Kiel	3	Krutzfeld	Ger.	str.	851	Mar. 16	Melchers & Co.	Shanghai
Lennox	3	Swinnerion	Brit.	str.	1324	Mar. 15	Adamson, Bell & Co.	Swatow
Loretto	4	Jublia	Span.	str.	636	Mar. 17	Chinco	Manilleles, &c.
Lydia	6	Foorok	Ger.	str.	1170	Mar. 18	Siemens & Co.	21st inst.
Medusa	10	Mottel	A-Hun	str.	1675	Mar. 17	David Sasson, Sons & Co.	To-day
Miraporo	2	Harvey	Brit.	str.	2168	Mar. 17	P. & O. S. N. Co.	Shanghai
Mongkut	8	Powley	Brit.	str.	850	Mar. 17	Y. W. Hong	Swatow
Ozu	8	Decker	Brit.	str.	1898	Mar. 17	Messageries Maritimes	To-morrow
Pilot Fish	1	Stopani	Fch.	str.	224	Sept. 28	Gibb, Livingston & Co.	K'loon L.
Propontis	1	Stoppni	Brit.	tug.	161	Sept. 18	H. K. & W. Duck Co.	.....
Wingann	8	Farrand	Brit.	str.	1387	Mar. 13	Mitsu Bishi	Calcutta, &c.
Yikang	10	Creek	Brit.	str.	1617	Mar. 16	Jardine, Matheson & Co.	22nd inst.
Zafro	3	Bradley	Brit.	str.	886	Mar. 18	Jardine, Matheson & Co.	Amoy & Manila
Zampon	3	McGavin	Brit.	str.	675	Mar. 10	Russell & Co.	To-morrow
Zampon	4	Parsons	Brit.	str.	1540	Mar. 18	Adamson, Bell & Co.	.....